THE COUNTRY TRAVERSED BY THE NORTHERN PACIFIC BAILROAD-A BLOOMING WILDERNESS TO BE OPENED UP TO CIVILIZATION-THE SCENERY ALONG THE YELLOWSTONE RIVER-THE CLIMATE-THE FERTILITY OF THE COUN-TRY, ETC. ETC.

We are permitted to make the following extracts from the private letters of a young Philadelphian who visited the Territory of Montana in 1866, and, in company with a party of some two hundred miners, descended the Yellowstone river with a fleet of Mackinaw boats, a few miles from its source (Yellowstone Lake) to its mouth, where it empties into the Missouri river near Fort Union, the entire distance with its windings being roughly estimated at one thousand miles.

The scenery along the Yellowstone country is grand and beautiful. Nature, here, is in all its primeval glory and magnificence, just as the hand of the Almighty created it. the readings of wild life in the West that I have spent many pleasant hours home with, were here to the fullest extent realized. After leaving Boseman City (fifteen houses, these mountain cities are not very large, you must know), the second day we entered the Great Canon of the Yellowstone, and beheld one of Nature's masterpieces. How Bierstadt, the great artist, would have loved to gaze upon this magnificent scene, which my poor brain and pen can do so little towards describing its sublimities!

On the right rose a solid wall of mountain nine hundred feet in height, while to the left, and across the beautiful valley some few hundred feet wide, where the tall wild grass was growing most luxuriantly six and seven feet high, and grove after grove of fine, large old cottonwoodstrees were scattered here and there in clumps-projected immense, heavy, detached boulders of yellow rock, that seemed waiting to fall, like an avalanche, almost at any moment, into the little valley below. Along the base of this solid wall of mountain gently glided the Yellowstone, whose waters here, from the melted snows of the Wind River Mountains, are as vestal pure, and clear as crystal itself, and in fancy imagined I had discovered the waters of life and beauty which the famous Ponce de Leon once sought. Afar off in the distance, and forming the background of this grand picture, rose three distinct spurs of the Wind River Mountains, in all their solemn and awful grandeur, while the deep blue mist that partially obscured them seemed to me as though the hand of the Omnipotent had drawn himself the veil, to shut out from mortal view the secrets held within their rocky bosoms, of days long, long ago-ay, centuries-when the mighty heavings and convalsions of Nature formed them.

You may think, my dear friend, that I am poetical in this description. I can only say, in reply, that any one who could gaze stolidly and indifferently on scenery like what I beheld in this very "fastness of Nature," must indeed be a stranger to those finer and better sensibilities that ennoble every human being

whom God has created. The finest trout fishing in the world can there be found. All that is necessary to get a nice mess for your breakfast is to take a short stroll along the little valley of this grand moner f ie wild grasses to last you all day for bait. Then cutting a young willow tree for your fishing pole, you tie the end of your line to it; placing a big fat grasshopper on your hook, you quietly step back a little ways from the edge of the bank, and hiding your shadow among some of the willow bushes, throw your line into the clear pool below. How it makes the blood tingle through every vein in your body, if you are an enthusiastic sportsman, to receive the galvanic jerk of a fine, big two-pound trout, as he darts with lightning speed away with your bait. Then the exquisite pleasure of capturing the prize, playing with it in the water, and by a sudden, dexterous jerk, swing him in triumph out of the stream upon the soft grass beside you. How beautifully mottled and speckled are these mountain trout that come from the clear waters of the Yellowstone! I have caught trout in this canon that weighed near three pounds. The glory and exquisite beauty and grandeur of this Yellowstone canon is something that, once seen, can never be forgotten. When I first saw it from an opening gorge in the mountain, whose tops were covered with everlasting snow, and lit up by a bright September sun, the scene made so powerful an impression upon me, that I stood for a long while looking eagerly on, with feelings of deep and profound emo-

lifetime. The incidents witnessed in this adventurous trip of descending the Yellowstone river in Mackinaw boats were so numerous that, had I the time, would fill a longer letter than pro- be called the "garden spot" of Montana bably you wish to read in one day, with many stirring details.

tion. It was a sight to be remembered for a

Our party consisting of near two hundred men, mostly miners from Virginia and Bannock cities, have the credit of being the second expedition that ever came down this river, which is roughly estimated at one thousand miles. Not a vestige of civilization did we encounter along its entire course, with the exception of one or two solitary huts near an emigrant trail, which had been hastily put up by the "Tenderfeet" in crossing their wagons over some of the rough mountain streams that empty into the river. I have crossed myself nearly all the tributaries that flow into the Yellowstone while on the plains last summer, and many a time we were compelled to jump in these swollen streams and swim across with our mules and ponies, which was often attended with great danger to our

I should have mentioned before this, that in passing Buffalo rapids on this river we saw an immense encampment of the Crow Indians. Their wicky-ups or tepees were scattered along the rocky shore for a long ways, and we estimated there must have been fully five thousand Indians. They are considered friendly to whitesin Montana. Their salutations of "How! how!" which they shouted out to us from the shore, and some even rode their ponies into the river up to the saddle-bows, could not induce us to land our boats, for we were then several hundred miles from the canon and right in the heart of the Indian re-

gion, and we kept constantly on the alert against any surprise or treachery.

The scenery along the route of the Yellow-stone is glorious. The heavy forests are in their very primeval growth on both sides of the river, and so wild that frequently when we landed our beats to hunt we were obliged to use small hand-axes to clear our way through the thick brush and wild grape-vines that abounded in the greatest profusion, along, also, with the spreading bushes of the red buffalo berries, of which we ate large quantities.

For nearly four hundred miles this river seems to run down hill, and many an exciting hour have we passed in running the many dangerous rapids which are so numerous on the Yellowstone. Some of these rapids are so | location, and bearings generally of the lode.

appalling that I have seen our rough, hardy | I saw many claims where extensive excavapale faces, watching every motion of our boat, as with lightning speed we shot down over these watery chasms, and then, with the exclamation, "Thank God, boys, we have passed that one safely," our boats so filled with water that we bailed out for dear

The Yellowstone is walled in for many miles with yellow rocks of huge proportious that overhang in many places this river, and I was informed by an old miner that its name was derived from this fact.

This region is the very home of wild game, I have seen swimming the river, and along the forests that skirt the shores, whole banks of elk with horns or antlers five and six feet, in some cases; then there were buffalo, black tail doer, black bears, antelope, mountain sheep, cayote and gray wolves whose melancholy howling at night around our camps I have a vivid recollection of to the present day. It was often a very comical sight to see perched up away off upon some rocky crag an old mountain goat, with his wise-looking beard, benignly gazing upon our fleet as we passed down the river. This would give an opportunity to some of our crack rifle-shots to try their skill upon, so, steadying the boat, one of our men would quietly rise up and, firmly bracing himself, bring his favorite old "St. Louis Hawkins" to his shoulder, draw the finest kind of a bead's eye, and then touch the hair trigger, a sharp, quick report like the crack of a whip, and then down came the old goat tumbling from shelving beach to our boat where we had

Occasionally we would come to open country along this river, and then we got a full view of the beautiful valley of the Yellowstone. It seemed so enticing that some of our men said they would be almost willing to stop and go no further, but settle down, build a ranche, and go to grazing.

A few days before we reached the Missouri river we passed through a portion of what the French Canadian trappers called the "Mauvais Terres," or in plain English "Bad Lands." Here the scenery was very curious and fantastic. The whole country looked like it had been calcined by some terrible volcano-everything seemed to have been burned to a white cinder, and vegetation was very scanty indeed.

From this point on the river until we reached Fort Union, near to its mouth, which empties into the Missouri, we saw large strata of coal quite frequently: the veins looked very thick and broad. I have no doubt it was excellent bituminous coal, which some of these days, when this beautiful portion of the United States is built up, may be mined profitably.

With the exception of about a day's travel through these "Mauvais Terres," the entire trip was through a country filled with as wild and startling scenery as the most ardent lover of Nature could have w ished for. The climate of Montana is most delightful. Frequently, when we shot more wild game than we needed we cut it up in long, thin strips and strung it on a long string around our boat: before night it was almost completely cured-thus we had excellent meat for days ahead-it don't spoil in this country. I have noticed wild oats and barley growing sixteen canon, and in a very short time you can catch | feet high with the greatest luxuriance in the many valleys of this splendid territory-finer country can nowhere be found for grazing cattle than in Montana, and especially the Yellowstone region. The grasses come themselves, and thus all winter the cattle can wauder around these valleys and find plenty of

The small clumps of bright, green, tender grass, called by the mountaineers "bunch grass," has the most astonishing effect in fattening stock. I recollect last summer in my trip across the plains, after coming out of the "Alkali country" our mules and ponies were badly run down in flesh and looked wretchedly poor and thin. No sooner had we struck this nutritious "bunch grass" than they at once got fat again, and when we finally reached Virginia City they looked as sleek and plump as when we bought them at Omahs, on the Missouri river, in the spring. A well-known butcher at Virginia City informed me that they always selected the leanest cattle to slaughter there. I have seen plenty of bullocks out in Montana that they would be proud to exhibit as prize-cattle in the Eastern States.

The trail we followed after leaving Fort Reno, on Powder river, was "Boseman's Cut-off," a much shorter route to Virginia City, Montana, than crossing Shinn's Ferry, way down on the South Platte river in Nebraska, and going by the way of Salt Lake. This portion of the country from Powder river, Clear Fork and Tongue rivers, and along the Yellowstone, is in the very heart of the Indian hunting ground, and might justly

Sometimes in the early morning we would start ahead of our wagon train several miles, and in these truly beautiful valleys whole herds of wild antelopes, buffaloes, and jack rabbits could be seen in large numbers. Our boys would get tremendously excited sometimes at seeing so much wild game, and I own myself that I was similarly affected in seeing the living reality of what before I had only read about. The inducements in this section for grazing cattle are indeed magnifi-

The Gallatin valley is the best settled portion of Montana, and contains numerous ranches. This, indeed, is a fine, noble valley, some thirty miles wide, with ranges of high mountains either side, and one feels in truth as though he were indeed in "Nature's free domains" when he enters it. Wheat grows and ripens to perfection here, the grains being unusually large and sound. The crops yield heavily to the ranchmen. Occasionally, however, in certain seasons the grasshoppers are very destructive. I saw two splendid dairies in full operation in this valley; the butter, which I ate of freely on warm biscuit (the first square meal since I left Omaha in the spring), was most delicious in flavor and golden in color. It brought sometimes as high as two dollars in go d dust per pound when sent to Virginia City, and was quickly disposed of there.

I particularly noticed the complete system of irrigating this valley by extensive ditching and conveying water clear from the mountains in wooden trough flumes, supported on high treatles-a work of immense labor for the few men who originally engaged in the enterprise.

If they ever construct a railroad through this wild country, what a place will they make of this Gallatin valley! Probably it may be done some of these days; who knows? The quartz region, a few miles from Virginia City, is most abundant in sure indica-

tions of the precious metal-gold. To quote

Tom Hood:

"Gold, gold! hard and yellow, bright and cold, Spurned by the young, but hugged by the old." The number of miners' "stake claims" are very thick here; they consist of rough pieces of boards, with the name of the claimant

miners stand with firm, compressed lips and tions had been made, but were abandoned on account of the want of machinery, and the cont and trouble of bringing it there. The opers of many of these valuable claims are aly like "Micawber," waiting for something to turn up," when they will go to work again earnestly. If ever the shrill whistle of a locomotive is heard in these mountains, what an Eldorado this place will be!

I also saw several specimens of tin blos-som, something that I believe has never yet been discovered in this country, with the exception of the State of Missouri, where I have heard it has also been traced. The United States Government, I have been told, offers a large bounty to the discoverer of a tin mine. There is plenty of gold in this Territory. The great difficulty is the means to work it. It takes a whole season sometimes to get the heavy boilers, etc., up and down these steep hills of Montana on a pair of old truck wheels drawn by oxen-slow, hard work, I can assure you. Along the Yellowstone country all the numerous mountain streams that empty into this river, commencing with Powder river, Tongue, Big Horn, Pryor, Clark's, and Rocky Forks, our boys would frequently try their luck in "panning out," and we always found little pieces of gold in our frying-pans after "cleaning up."

There was one sweet spot in this Territory we passed just before reaching "Virginia which let me give you a picture of. At the crossing of the "Madison River Ford" (which, with the Gallatin and Jefferson are the sources of the Missouri and are called ledge to ledge until finally it rolled down the its three forks), I was delighted with the exquisite beauty of the scenery around us. Imagine a broad, smooth stream of water, about one hundred yards wide, coming through the capon of two high mountains that loomed up like two giant sentinels over the peace and security of this lonely place, covered with a thick coating of little cedar trees; while below, in a small basin-like valley in the shape of a borse-shoe, with the smoke coming out in the clear blue air, was a snug log cabin, inhabited by an old mountaineer ferryman, who crossed the teams in his rough cottonwood boat for the price of two bits (fifty cents, gold dust), and you have before you only one of the very many interesting sights to be seen in the noble Territory of Montana.

SPECIAL NOTICES. NOTICE.

OFFICE OF COLLECTOR OF DELINQUENT TAXES.

No. 11 STATE HOUSE ROW. The REGISTER OF UNPAID TAXES FOR 1870 AND PRIOR YEARS having been completed, notice is hereby given that the books are NOW OPEN for the payment of said TAXES.

Under the provisions of the ACT OF ASSEMBLY OF MARCH 22, 1870, proceedings will IMMEDI-ATELY be commenced for the COLLECTION OF SAID TAX, either out of the PERSONAL PRO-PERTY OR REAL ESTATE.

Parties desiring to pay in the office, and escape further trouble and annoyance, can do so by calling between 9 A. M. and 3 P. M. daily.

JOHN L. HILL. Collector of Delinquent Taxes, No. 1 1STATE HOUSE ROW. (Second Story).

POSTPONEMENT OF THE NEXT STATE CUNVENTION. The following resolutions were passed yesterday by the State Central Committee:_ HEADQUARTERS REPUBLICAN

STATE CENTRAL COMMITTEE, PHILADELPHIA, Feb. 24, 1871. Resolved, That the time for the meeting of the Republican State Convention be and the same is hereby postponed until WEDNESDAY, the 17th day of May next, and that the delegates who may be elected thereto be and they are hereby requested to assemble at the Hall of the House of Representatives, Harrisburg, at 12 o'clock noon on said day. Resolved, That Mahlon H. Dickinson, Esq., of Philadelphia, be appointed chairman of the State Central Committee, in place of the Hon. John

Covode, deceased. Resolved, That the Republican State Central Committee heartily endorses the action of the Republican members of the Legislature in supporting the bill providing for the call of a convention to revise and amend the Constitution of the State.

Resolved, By the Republican State Central Committee, that we endorse the action of the Philadelphia members of the committee in opposing the passage of bills to govern the city of Philadel phia by commissioners to be named by the Legisla-

MAHLON H. DICKINSON, Chairman. REDEMPTION OF CIVIL BONDS OF

STATE OF CALIFORNIA.

TREASURY DEPARTMENT, SACRAMENTO, February 1, 1871. Whereas, There is on this day in the State Treasury the sum of twenty-eight thousand (\$28,000) dollars which, under the provisions of an act of the egislature of said State entitled ."An act to provide for the paying certain equitable claims against he State of California, and to contract a funded debt for that purpose," approved April 30, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice s hereby given that SEALED PROPOSALS

for the surrender of said Bonds will be received at this Department for the amount above specified 10TH DAY OF APRIL, 1871,

at 11 o'clock A. M. No bid will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be indorsed "sealed Proposals

for the surrender of Civil Bonds of 1860." Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption

A. F. CORONEL, State Treasurer. REDEMPTION OF STATE BONDS. STATE OF CALIFORNIA,)

THEASURY DEPARTMENT, SACRAMENTO, Feb. 1, 1871. Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand (\$250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An Act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 28, 1867; and also under the provisions of an act amendatory of said act, approved April 27, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is

hereby given that SEALED PROPOSALS for the surrender of said Bonds will be received at this Department for the amount above specified, until the

10TH DAY OF APRIL, A. D. 1871, at 11 o'clock A. M. No bids will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be marked "Sealed Proposals for the Redemption of Civil Bonds of 1857." Said bonds must be surrendered within ten days after the acceptance of the proposals for their re-

R. COBONSIL State Treasurer. SPECIAL NOTICES.

ACADEMY OF MUSIC. THE STAR COURSE OF LECTURES. DANIEL DOUGHERTY, ESQ., On MONDAY EVENING, March 13.

On MONDAY EVENING, March 13,
Subject:—"OHATORY."

JOSH BILLINGS, March 16,
Subject:—"NATHIL HISTORY."

A. Miner Griswold ("The Fat Contributor"), March 20. General Kilpatrick, March 23. Mrs. Cady Stauton, March 27. The Mendelssohn Quintette Club of Poston, March 30. Poston, March 30.

OFFICE OF THE PHILADELPHIA, GER-MANTOWN, AND NORRISTOWN RAIL-ROAD COMPANY.

PHILADELPHIA, Feb. 13, 1911.

The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 18th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March.

A. E. DOUGHERTY,

Treasurer. PHILADELPHIA, Feb. 13, 1971.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

No. 119 MARKET St., General Agent. NOTICE.—CAMDEN AND PHILADEL-PHIA STEAMBOAT FERRY COMPANY.—An election for Directors will be held at the Office of the Company, foot of FEDERAL Street, CAMDEN, on FRIDAY, the Sist of March inst., between the hours of 12 and 2 o'clock P. M.

W. H. GATZMER, Secretary.

March 7, 1871.

THE ANNUAL MEETING OF THE Stockholders of the "EXCELSIOR PRESS BRICK MANUFACTURING COMPANY" will be held at their Office, No. 309 WALNUT Street, Philadelphia, on MONDAY, March 13 (second Monday) 1871, at 12 o'clock noon. W. D. COMEGYS,

BATCHELOR'S HAIR DYE. THIS SPLENdid Hair Dve is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"Dees su teentain Lead nor any Vitalie Poison to injurent. Hair or System." Invigorates the Hair and leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf]

THE PENNSYLVANIA FIRE INSURANCE COMPANY. MARCH 6, 1871.
The Directors have this day declared a dividend of SEVEN DOLLARS AND FIFTY CENTS per Share on the Stock of the Company for the last six months, which will be paid to the Stockholders or their legal representatives after the 16th instant, 3 7 10t WM. G. CROWELL, Secretary.

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." by cold, and beautifies the complexion.

For sale by Druggists generally.

R. & G. A. WRIGHT,

1 6 fmw26t

No. 624 CHESNUT St., Philad'a.

JOUVIN'S KID GLOVE CLEANER restores solled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 176

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street. treated gratuitously at this institution daily at 11 o'clock.

CITY ORDINANCES.

1 14

R ESOLUTION
To Lay Water Pipe on Dakota and other streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Engineer of the Water Department be and is hereby authorized to lay water pipe on the following streets, to wit:-Dakota street, from Ninth to Tenth street.

Fifteenth street, from Monument Cemetery to Susonebanna avenue. Sixteenth street, from Norris street to Susquehanna avenue.

Seventeenth street, from Columbia avenue to Lamb Tavern Road. Dickerson street, from Passyunk Road to Twelfth street. Ninteenth street, from Washington avenue to Ellsworth street.

Ellsworth street, from Nineteenth to Twentieth street. Alter street, from Nineteenth to Twentieth street. Latonia street, from Seventeenth to Eighteenth

Titon street, from Seventeenth to Eighteenth street. HENRY HUHN.

President of Common Conneil. BENJAMIN H. HAINES, Clerk of Select Council. CHARLES THOMPSON JONES. President of Select Council pro tem. Approved this seventh day of March,

Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX, Mayor of Philadelphia.

ORDINANCE To Make an appropriation to Enclose Cer-tain Properties with the Iron Railing lately

taken down at Penn Squares. Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of two thousand (\$2000) dollars be and the same is hereby appropriated to the Department of Markets and City Property for the purpose of enclosing, etc., the Fairhill Square in the Nineteenth ward, and the Parade Ground in the Twenty-sixth ward, with the iron railing lately taken down at Penn Squares, or so much thereof as may be necessary for the purpose, and warrants for the same be drawn by the Commis-

sioner of Markets and City Property. HENRY HUHN, President of Common Council.

BENJAMIN H. HAINES, Clerk of Select Council. CHARLES THOMPSON JONES, President of Select Council, pro tem.

Approved this seventh day of March,
Anno Domini one thousand eight hundred and Anno Domini one thousand Anno Domini one thousand Seventy-one (A. D. 1871). DANIEL M. FOX, Mayor of Philadelphia.

OAKS CEMETERY COMPANY OF PHILADEL HIA.

This Company is prepared to sell lots, c.ear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company. NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needs will be cheerfully given. By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Stations on the Germantown Ratiroad, and convey them to the Cemetery and return, free of charge. ALFRED C. HARMER, President. MARTIN LANDENBERGER, Tress.

EASTON & MCMAHON, SHIPPING AND COMMISSION MERCHANTS.

MICHAEL NISBET, See'y, 10 5 wfm 6m

No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and Intermediate points with promotness and despatch, became bounds and bleam-skys furnished at the shortest cotion. SHIPPING.

NATIONAL STEAMSHIP NEW YORK, LIVERPOOL, AND QUEENSTOWN. Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, \$75 and \$65; Steerage, \$28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for \$32. Tickets to and from Londonderry and Glasgow by this tavorite route at the same low currency rates.

Passengers booked to and from London, Paris, Harrier Harrier Paris,

Passengers booked to and from Lendon, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

Note.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated fer speed, safety, and comfort. Owing to reduction, rates are now \$15 in Cabin and \$2 in steerage cheaper than other first-class lines.

For passege, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,

115 No. 204 WALNUT St., just above Second.

1 16 No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through oills of lading to interior points South and West is connection with South Carolina Railroad Company. ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S RE-GULAR SEMI-MONTHLY LINE TO NEW OR-The YAZOO will sail for New Orleans, via Havana, on Thursday, March 16, at S A. M.
The HERCULES will sail from New Orleans, via

Havana, on March -.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVES-TON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, March 11, at 8 A. M.
The WYOMING will sail from Savannah on Sat-THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atantic and Gulf Railroad, and Florida steamers, at

aslow rates as by competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Monday, March 13, at 6 P. M. Returning, will leave Wilmington Saturday, March 18.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Relivend to all interior reports. chester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers.
Bills of lading signed at Queen street wharf on or

before day of sailing.
WILLIAM L. JAMES, General Agent,
No. 180 S. THIRD Street.

CLYDE'S STEAM LINES.—
Office, No. 12 South WHARVES.
PHILADELPHIA, RICHMOND AND NORFOLK
STEAMSHIP LINE, THROUGH FREIGHT AIRLINE TO THE SOUTH AND WEST.
Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street.

No bills of lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and
South Carolina, via Seaboard Air-line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads.

Freights HANDLED BUT ONCE and taken at LOWER RATES than by any other line. No charge for commissions, drayage, or any ex-pense of transfer. Steamships insure at lowest

FREIGHTS RECEIVED DAILY. State-room accommodations for passengers. WM. P. PORTER, Agent, Richmond and City Point. T. P. CROWELL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
THURSDAY LINE FOR CHARLESTON, and all interior points of South Carolina, Georgia, Florida, etc.
The first class Steamship VIRGINIA, Captain

The first-class Steamship VIRGINIA, Captain Hunter, will sail on Thursday, March 9, at 12 o'clock, noon, from Pier 8, North Wharves, above Arch street.

Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc.
Rates of freight as low as by any other route.

For freight or passage apply on the Pier, as above.

WM. A. COURTNEY, Agent in Charleston.

FOR NEW YORK DAILY-VIA
DELAWARE AND RARITAN CANAL.
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers of this Line will commence loading on March 9, from first wharf above MARKET Street, Philadelphia, and foot of WALL Street, New York.
First boat will leave on Saturday, the 11th instant, and doily as usual thereafter. First boat will leave on Saturday, the Healing and daily as usual thereafter.

Goods forwarded by all the lines going out of New York North, East, and West, free of commission.

Freight forwarded on accommodating terms.

JAMAS HAND, Agent,

No. 119 WALL Street, New York.

NEW EXPRESS LINE TO ALEX-ANDRIA, GEORGE FOWN and Washington, D. C., Cheaspeake and Delaware Canal, connecting with Orange and Alexandria

Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street.
Freights received daily.
HYDE & TYLER, Agents, Georgetown, D. C.
M. ELDRIDGE & CO., Agents, Alexandria, Va. DELAWARE AND CHESAPEAKE
TOW-BOAT COMPANY.
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